

## CUBA.

**The Campaign in Camaguey.—The Spanish Accounts.—The Spanish Press on Valmaseda's Proclamation.—Spaniards Leaving the Country.**

HAVANA, May 15, 1899.

We have some slight and most unsatisfactory information from the campaign now going on on the line of the railroad between Nuevitas and Puerto Principe, in the jurisdiction of the latter name. Much attention is attracted towards it, as the Spaniards claim that with information will come the correction in the delay, which on the other hand, has proposed prevention of the attempt to repress the last mentioned place before the rainy season sets in at the base of the insurgent plan, which is to starve out the city, occupy it, make it the base of their operations and their seat of government. Having, as they said, finished the insurgent in the Western Department, in Cienfuegos, Trinidad and all the region round about, the Spaniards informed us that there was only Camaguey to conquer, and immediately set about concentrating their forces at Nuevitas. Including those already there, and the force under Lesca at Principe, between 6,000 and 10,000 men of all arms were gathered for the campaign. Referring to the delay, we have done it was necessary to carry provisions to Principe, as the troops and inhabitants there were in a starving condition. With this end in view Lesca started from that place with about 2,500 men. He left 1,000 men, under Brigadier Ferrer, at the plantation San Jose, on the line of the road, and arrived with the balance of his forces at Nuevitas about the 11th of April. He immediately prepared a convoy to supply Ferrer's command. He arrived at San Jose without firing a shot, and immediately returned. On the 24th he started for Principe with another convoy of provisions, on cars drawn by oxen, there being no engine in the jurisdiction. The troops under Lesca moved on at intervals between the 24th and 27th. The insurgents meanwhile, only concerned of preventing the arrival of the convoy, commenced the concentration of every available arm near the line of the road. Céspedes and all the prominent Cuban leaders were there, and a desperate effort was determined upon. For many days past innumerable rumors have been rife, all more or less favorable to the insurgents, but as nothing had arrived from there, no reliance could be placed upon them. Yesterday the Spanish gunboats arrived here from Nuevitas, bringing a few letters written by Spaniards and in Spanish interest, containing some very decided and unfavorable statements concerning operations. The government publishes nothing.

The *Diario de la Marina* of yesterday morning publishes a letter from its correspondent at Nuevitas dated the 7th, the gist of which is as follows:—"The column of Brigadier Lesca, on its return to Puerto Principe with a large number of rebels, who attempted to oppose his march, and, as they persisted, the result was terrible to look upon. On the 3d at about fifteen kilometers from Principe, Lesca had under his command the 'Union,' a light and rapid train, escorted by a company of nineteen regulars, with provisions. The light fastest the whole afternoon, during which time the troops made three heavy charges, with great success, killing and wounding the number of insurgents killed at 2,000; while the troops lost eight killed and thirty wounded. The Spaniards, however, were not discouraged by the former." The same correspondent says that Lesca, with the troops under Goyeneche had an encounter on the 10th, at a place called 'El Yagual,' where the first killed, at Bayamo, when the rebels had 200 killed.

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The sequestration bureau continues actively engaged. The property of the following Cubans, residents of San Antonio, has been seized and embargoed—Jose Gonzalez Mujica, Horacio Razon, Jose Alejandro Fundora, Jose Prieto y Ariza and Manuel y Ariza. The property of the residents of Cienfuegos—Jose Figueroa, y Ariza; Diego Antonio Echeverria, Carlos Luis M. Arredondo, Jose y Ariza, and Jose y Ariza. The property of Mr. Juanes Jiruga, whose husband was sent to the United States, has been seized. The property of Mr. Juanes Jiruga, whose husband was sent to the United States, has been seized. The property of Mr. Juanes Jiruga, whose husband was sent to the United States, has been seized.

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made an official visit to the Captain General this morning.

On the 21st inst. Dr. D. Vicente Antonio de Castro, a prominent physician and a well known in the United States and elsewhere, both as a personal and professional capacity. He was a frequent visitor to the United States, and had been preparing a work for publication. He occupied a high place on the roll of Masonry, and was looked upon as a regular and a regular of the Grand Masons. His funeral takes place this evening.

## SPANISH ACCOUNTS.

**Operations on the Nuevitas Railroad Line.—General Lesca's Fight with the Insurgents.**

The following is an extract from the evening edition of the *Diario de la Marina* of the 11th inst.—

"We have seen a letter, written by one of the chiefs of our forces forming part of the column under the command of General Lesca, dated the 4th, from a station on the railroad about seven leagues from Puerto Principe. It mentions that on the 3d the rebels were engaged by the men under General Lesca, at Alta Gracia, about four leagues from Camaguey. The fight lasted about thirty minutes, after which the rebels retreated, carrying all the strong intrenchments held by the insurgents at the point of the bayonet, putting the column of the Spaniards in a position that they numbered some two thousand strong. Our troops are mentioned to have had one lieutenant killed, and twenty-five men killed, besides three officers' loss is not stated, but must have been considerable. The column under General Lesca, that followed the movements of Brigadier Lesca, after leaving Nuevitas in order to protect the convoy in case of need, went on towards Alta Gracia. This convoy was composed of provisions, wagons, and moved on slowly, owing to the necessity of clearing the road of the obstructions placed by the rebels, and the destruction of some of the strong intrenchments. Two hundred meters of the road were cleared, and the column proceeded on its way. We presume that the action at Alta Gracia referred to in the letter mentioned in a previous edition of the *Diario*, was the same action, and the same date, the 3d. Efficient detachments are being left along the line of the railway to protect it.

**Great Destruction of Property—Festivities on the Arrival of More Spanish Troops—Intentions of General Buceta.**

SANTIAGO DE CUBA, May 8, 1899.

My former letter I mentioned the sad and disastrous burning of seven sugar mills, and now I have to add that the work called the *Hatillo*, owned by Mr. Mariano Tardieu, Sababaco, owned by Mr. José María Portuondo, Bravos San José, Manacal, owned by Mr. Roque Nudes, and twelve or fourteen coffee plantations of more or less importance in the district of Cobre. This district has enjoyed comparative tranquillity for upwards of two months, which has enabled nearly all the crop to be gathered, thanks to the presence of the flying column. The destruction of the property mentioned has succumbed to the invasion of the hordes of savage incendiaries the instant that these hordes appeared. The destruction of the property mentioned has succumbed to the invasion of the hordes of savage incendiaries the instant that these hordes appeared.

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## ACROSS THE CONTINENT.

**On the Union Pacific Railroad—Horrible Condition of a Part of the Track—General Order of the Road—The Stations—The Direction of Dr. Durant by the Workmen—Summary.**

OMAHA, Neb., May 8, 1899.

THE UNION PACIFIC RAILROAD. In my last from Wahsatch I did not hesitate to say all that I saw of the railroad from that point to its western terminus. I fully set forth all its shortcomings but at the same time I explained the reasons therefor, and gave every reasonable hope that in a few months the defects would be remedied and the road put in first rate order and ready for all the business offering. Now that I have gone over its entire length, I will not fail to give my impressions of everything, and will try to come near the truth. It is possible for one who has not examined it in detail.

From Wahsatch to Piedmont the road was in the same horrible condition as the western portion and for the same reason. The rails were up and down like miniature waves and the track in anything but straight lines. For miles on either side were wrecks of cars that had either run over themselves or were thrown over to get them out of the way after having broken down. In one place a locomotive was lying bottom up some thirty feet down an embankment, and from its rusty condition I should think it had been there for some time. Indeed, I can say nothing in favor of this thirty-nine miles; it was horrible and unfit for anything but temporary use. A strong argument, however, can soon make it all right. When it was to be repaired, it was to be repaired from Piedmont there is a rapid descent, and by the time we reach Wahsatch, 125 miles, and from there to Omaha, 98 miles, it is equal in all respects to any road I have ever passed over in the United States. Indeed, I never moved at a high rate of speed with so much ease as on this portion of the Union Pacific Railroad; nor do I think it possible to obtain anything much better. There was no jarring, jolting or excessive lateral motion. We appeared to glide along the iron as if sliding, and really I enjoyed the ride for reason of its being such a contrast to what we had passed over on the western end. It certainly deserves credit for the last division of the road, and credit for the first 100 miles; and I doubt if even the best of fast-finder could find a word to say against it. To be sure, on a very large portion the construction is quite as bad as the rest, but it is little to do than lay the rails, and, when laid, they are easily rendered permanent; but, with all this, some difficulties had to be encountered, and they have been surmounted in a very creditable manner.

The maximum grade of the Union Pacific road, excepting where the temporary Z track is laid to cross the Wahsatch Mountains, is ninety feet to the mile, even when crossing the summit of the Rocky Mountains, at an altitude of over 8,000 feet; and the engineers contend that if they had confined themselves to a maximum grade of 100 feet, they could have done so. The maximum grade of the Union Pacific road, excepting where the temporary Z track is laid to cross the Wahsatch Mountains, is ninety feet to the mile, even when crossing the summit of the Rocky Mountains, at an altitude of over 8,000 feet; and the engineers contend that if they had confined themselves to a maximum grade of 100 feet, they could have done so. The maximum grade of the Union Pacific road, excepting where the temporary Z track is laid to cross the Wahsatch Mountains, is ninety feet to the mile, even when crossing the summit of the Rocky Mountains, at an altitude of over 8,000 feet; and the engineers contend that if they had confined themselves to a maximum grade of 100 feet, they could have done so.

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